

# Carson City Daily Appeal

TO MAKE KNOWN THE RESOURCES OF NEVADA

VOL. LIII. 25 cents per week

CARSON CITY DAILY APPEAL, SATURDAY, AUGUST 26, 1916

Five cents per copy No. 199

## PAT CALHOUN NOW BANKRUPT

[By United Press]  
NEW YORK, Aug. 26.—Patrick Calhoun, worth \$14,000,000 five years ago, today filed his application for a receivership. He has only \$5 left. He declares the San Francisco graft prosecution, following the breaking of the street car strike there in 1907,

caused his financial ruin. He told the court he had lived on the income of his wife's estate for two years, and a greater part of this was now lost. Calhoun was once president of the United Investment company, controlling the largest street railways in America.

## RAILROAD STRIKE NOW SEEMS TO BE MATTER OF BUT SHORT TIME

### Flatly Refusing Eight Hour Proposition, Road Managers Will Submit New Plan Today, But There Appears to Be Hardly a Chance It Will Be Accepted

[By United Press]  
WASHINGTON, Aug. 26.—A crisis came today in the strike negotiations and a break now seems certain. The question may possibly be settled tonight, following President Wilson's receipt of the railroads' proposal and his conference with the brotherhoods afterwards. Both sides say they are ready if the strike comes on. The railroad executives have unanimously adopted a counter proposal and will submit it to Wilson today. They say it is their final proposal. One executive said: "It is better than the brotherhood executives deserve and if they don't like it they know what they can do." Even the most optimistic feel that the brotherhoods will reject the proposal. There is little hope of avoiding trouble since Wilson told the railroad presidents' sub-committee that the brotherhoods will not accept arbitration. The White House says Wilson will continue his efforts to prevent a break, a man close to the president saying: "If the railroads make a forecasted proposal the situation is bad, but not final." Wilson conferred with Secretary Lane and Senator Newlands today. Many district chairmen of the brotherhoods today paid their room rent and pre-

pared to leave tonight. The presidents of the brotherhoods do not express the belief that negotiations will end tonight. In the event of a strike the railroad managers are confident that they have "loyal employees" enough to operate trains and prevent a food famine. It is learned the railroad executives in conferences several days ago arranged to handle the situation if a strike was declared. They plan to embargo all but food stuffs and perishable commodities. Many of the railroads say their men are opposed to unions and will not strike. The trainmen say that most of the roads will be paralyzed if they strike.

#### Proposal Not Yet Arrived

[By United Press]  
WASHINGTON, Aug. 26.—President Wilson unexpectedly went to the capitol this afternoon and conferred with Senators Newlands and Kern for half an hour. He told newspapermen he was at the capitol "on certain matters of legislation," but would not discuss them. He said: "I hope this is satisfactory," and then returned to the White House. He has not yet received the railroads' proposal. Senator Kern said there was no chance for action in the senate this afternoon.

## WORLD EVENTS

[By United Press]  
CHICAGO, Aug. 26.—Rev. Ignatius Tomasein, aged 70, a Catholic priest, despondent because he had been retired owing to his age, jumped from a sixth floor window of the Hotel Sherman today. His head struck a scavenger's wagon and he was killed instantly. He had been ill for months.

#### Negro Lynched

[By United Press]  
SHREVEPORT, La., Aug. 26.—Jesse Hammett, a negro, was lynched at Vivian this afternoon. He assaulted a woman. Her parents plead with the mob not to hang the negro.

#### Whole Crew Saved

[By United Press]  
SAN FRANCISCO, Aug. 26.—The revenue cutter McCulloch wirelessly today she had rescued the entire crew of the schooner Great Bear, carrying the Bordwell-Lane Arctic expedition, which was wrecked August 10th in the Behring Sea.

#### Died From Injuries

[By United Press]  
SAN JOSE, Aug. 26.—George W. Jones, a Watsonville capitalist, died here today as the result of injuries received in an automobile accident a month ago. He never regained consciousness.

## FRANK NORCROSS WITHDRAWS AS CANDIDATE U. S. SENATOR

The following letter was today forwarded by Judge Frank H. Norcross to his opponents in the late Republican senatorial campaign:

Carson City, Nev., Aug. 25, 1916.  
To Hon Sam Platt and A. H. Howe, Esq., Republican Candidates for United States Senator.

Having been, with yourselves, a candidate for the Republican nomination for the office of United States

senator, please be advised that I this day withdraw as a candidate for such nomination.

Firmly convinced that the issues before the people in this campaign justify a complete Republican victory, and with assurances of support and best wishes for the success of the entire ticket, I am, very sincerely yours,

FRANK H. NORCROSS.

## ADMIRAL DEWEY ON THE U. S. NAVY

By George Creel, reproduced from the New York World

For two years and more the United States Navy has been the subject of discussion as bitter as it is confused. The disputes between pacifists and militarists, between Democrats and Republicans, have resulted in a babel, and out of it all have come prejudices that do not care to bother with facts.

The people of the United States are entitled to the truth and nothing but the truth. What is slander and what is fact? Is the navy, as it stands today, an asset or a liability? Is the navy bill honest and adequate, or a dose of "eye wash"? Has Secretary Daniels "demoralized"? Is he a faithful public servant, worthy of support, or a joke?

One man only has the authority and possesses the exact knowledge to answer dispassionately these questions. That man is Admiral George Dewey. He has been in the United States navy since 1854, serving through two wars. Since 1903 he has been head of the General Board, passing upon naval defects, naval needs and naval plans. By law he is exempted from the usual retirement provisions, and if he does decide to retire, it will be of his own volition and at full pay. No partisan quarrel has ever had power to drive him from his heights.

Speaking slowly, but never hesitatingly, for three long hours, he considered the United States navy, past, present and future; world war, world peace, national ideals and national destiny. Only in his first answers, when an evident indignation gripped him, did he depart from the tone of one trying to pick his words in the interest of understanding.

"The attacks that have been made upon the navy," he said, "are as false as many of them are shameful. It is not a junk heap. There is no demoralization. Both in material and personnel we are more efficient today than ever before. Our ships are as good as any, our officers are as good as any, and our enlisted men are the finest in the world."

"It is true that we have not enough ships or enough men. But navies are not built in a day. It was between 1906 and 1909 that Germany passed us, and that we commenced to lose rank as a naval power. This is in no sense a criticism of administrations. Congress, after all, expresses public sentiment in large degree, and the reason we dropped was because the people wanted the drop. The recommendations of the General Board went unheeded because they were not backed up by public opinion. Until 1914, people were thinking in terms of world peace. It is different today, and it is today that should concern us."

"I walked over to his desk and taking up a copy of the senate navy bill spread it out before him. For a moment, as if to measure his words, he tapped it with a big, brown, forefinger, and then he said:

"This is the best bill ever passed by either house of any congress. It takes the five-year program of the General Board and changes it into a three-year program. It passed, it will restore us to second place and enable the United States to meet on equal

terms any power in the world, save one."

I asked him then for a consideration of the bill, or, rather, some such analysis as would permit a civilian to do a little thinking for himself. Patiently he went over each item:

"Four battleships at once, and six more within three years." Now that he was firmly on his own ground, his words came like bullets. "The great clash at the mouth of the Skagerrack gave a test to every theory. As a result, naval authorities are now agreed that the battleship is still the principal reliance of navies. As never before, it is proved that victory or defeat rests with the dreadnought."

"Four battle cruisers at once and two more within three years. This will remedy one of our chief weaknesses. The Skagerrack proves conclusively, however, that the battle cruiser cannot give and take with dreadnoughts."

"Scout cruisers, four and six more to come. More eyes for the fleet. Absolutely necessary."

"Like the battle cruiser," he said, "the submarine has been permitted to gain a very exaggerated value. It is, of course a most useful auxiliary, whose importance will no doubt increase, but at present there is no evidence that it will become supreme. The bill provides for nine fleet submarines, three coast submarines, 80-ton type, and fifty-five submarines, smaller type, provisions that are in line with the recommendations of the General Board."

"A feature of the Skagerrack engagement," he continued, "was the convincing demonstration of the usefulness of the destroyer. Those tiny ships, primarily designed to serve the purpose of a screen to be cut-riders for the big ships, have been regarded as incapable of attacking first class ships in the daytime. The German destroyers descended upon the British fleet in broad daylight, and the destroyers of both fleets played an important part in the fighting. We feel that the bill's provision for fifty destroyers is amply justified. So," he turned in the chair and clasped his hands together. "It is a bill that gives us strength, and, best of all, a bill that gives us balance."

"Granting all that," I said, "but what about the need of it?" As carefully and fairly as possible, I presented the feeling of many people in a feeling that this expenditure of millions on the navy was a departure from American traditions, a hysterical surrender to the madness that has had hold on kings. His fine head nodded appreciation of every point, but at the end he spread his hands in a sweeping gesture of dissent.

"I know that I am not a militarist," he said. "Those who have never seen war, or who have only played at war, may talk in terms of jingoism, but men who know what war is, and what war does, are the last in the world to approach it in any swashbuckling fashion. I hope the day will come when peace and justice rule the world, but that day is not yet here. Not all our idealism can brush away facts. If we are to dwell in peace, we must be able to protect that peace." He walked to the open window and pointed to the shining stretches of the sea.

"Look at our coast line! From Maine to the Canal; from the Canal to Alaska! Russia has had to maintain two distinct fleets, one in the Baltic, one in the Black Sea. Our problem is much the same. We cannot be said to have met our defensive needs until we are able to maintain a fleet in the Pacific ocean as well as in the Atlantic. Our geography, the immensity of our coast line, join to make the senate navy bill a minimum requirement. No. No!" he exclaimed. "We must accept con-

[Continued on Page Two.]

as a charming and graceful society bird. Then, having reached maturity, she proceeds to break hearts as only Marguerite Clark could. Her guardian, a philosopher, falls desperately in love with this delicate flower that has bloomed beneath his own roof and at the same time his nephew, a young officer, is also victimized by the beauty and charm of the little coquette whose ingenuousness appeals to him in contrast to the studied wiles of another woman with whom he has come in contact.

Added Numbers—Burton Holmes' Travel Pictures—"Summer Days Near San Diego." Admission, 10 and 20.

## WILL TAKE THREE DAYS' VACATION

[By United Press]  
DENVER, Aug. 26.—Judge Hughes made three speeches today, concluding the first lap of his tour. He will go to Estes Park tonight for a three days' rest. He is tired, he said, and anxious to rest, but is confident of success in November. He stated to-

day "that everywhere there are evidences of the deep interest of the American people in the questions involved in this campaign. Everywhere there is the patriotism and unswerving loyalty that characterize the people of America." Other than being tired, Hughes is in good health.

## BRITISH AIRMEN MAKE ATTACK ON AIRSHIP SHEDS AT NAMUR

### Submarine Torpedoes Boarding Steamer Duke of Albany in North Sea—Twenty-four of Crew Drown—Russians Continue Their Advance at Stanislaw

[By United Press]  
LONDON, Aug. 26.—British airmen last night bombarded the German airship sheds at Namur. One aeroplane is missing.

#### Boarding Steamer Submerged

[By United Press]  
LONDON, Aug. 26.—The armed British boarding steamer, Duke of Albany, was submerged in the North Sea Thursday. Twenty-four of the crew were drowned.

#### Germans Attack Champagne

[By United Press]  
PARIS, Aug. 26.—It is announced the strong German reconnaissance south of Maurepas and Hill 121 has been dispersed. There is violent artillery on the Somme. The Germans are now heavily attacking Champagne, northeast of Verdun.

#### Russians Go Right On

PETROGRAD, Aug. 26.—The Russians have resumed their advance in the Stanislaw region, capturing Guta and reached the sources of the Bistrizana and Dvorna rivers.

## BATTLESHIP NEVADA "SUNK" IN MAKE BELIEVE NAVAL FIGHT

[By United Press]  
WASHINGTON, Aug. 26.—A naval battle is raging off New York today in the naval war game. Admiral Helms' "defending fleet" engaged Admiral Mayo's "attacking fleet," using twelve-inch guns. The defenders, theoretically "sunk" the battleship Texas and Nevada and two destroyers. The attackers "sank" the

scout cruisers Birmingham and three destroyers.

#### Defenders "Annihilated"

[By United Press]  
WASHINGTON, Aug. 26.—The umpires decided the "defenders" fleet was "annihilated" in today's game, the enemy troops landing at Long Island.

## LIST OF DELEGATES WHO WILL MAKE UP STATE CONVENTIONS

The following is a list of the delegates to the State Democratic and Republican conventions as certified to in the secretary of state's office:

#### Democratic Convention

Churchill County—E. S. Harriman, Joe Jarvis, F. C. McDermott, Fulton H. Sears.  
Clark—Ed W. Clark, P. J. Sullivan, J. J. Earl.  
Douglas—C. M. Henningsen, James Kane.  
Elko—John H. Cazier, Charles B. Henderson, Robert W. Hesson, Thos. Hunter, Chas. B. Kappler, A. W. Sewell, Fred C. Voight, George Winkler.  
Esmeralda—Emory J. Arnold, W. H. Curtin, Alfred French, George Gordon, Joseph Hamilton, W. T. Oliver, Nellie V. Towley.  
Eureka—H. C. McTerney.  
Humboldt—J. A. Callahan, W. G. Ducker, Florence R. Lillie, H. J. MacSherry, Archie L. Cross, Hattie R. Campbell, J. T. Goodin, R. M. Hardy, Lander—Bar Francis, D. M. Sharpshire.  
Lincoln—Henry H. Lee, George M. Senter, W. T. Stewart, Jr.  
Lyon—Wm. Bonner, Phil J. Geyer, H. C. Hughes, Jas. J. Kelly.

Mineral—B. F. Baker, Frank Red, Clara M. Bell and G. B. Stannars, tie vote.

Nye—T. J. Bell, Walter J. Drysdale, William Forman, Mary Harrington, Ben D. Luce, Patrick Mooney, H. F. Noisinger, Anna Owens.

Ormsby—Sylvester H. Day, Nettie M. Quill, Clarence T. Sadler.

Storey—E. D. Blake, Thomas J. Coyle, John McArthur, Jr.

Washoe—James T. Boyd, Nathan A. Brown, C. R. Carter, E. L. Drappo, S. C. Gibson, Ed Hook, Melvin Jepsen, Frank V. McAvary, Alice M. McAndrews, A. B. McKinley, Ed Regan, Patrick J. Shea, J. B. Stotesbury, W. E. Turley, A. B. Updike.  
White Pine—Anthony Jurich, D. C. McDonald, James McDonough, Rodney H. Richardson, John Weber, J. T. West.

#### Republican Convention

Churchill—C. C. Everett, T. E. Frazier, Ira M. Hamilton, M. H. Mead, L. C. Weaver.

Clark—Walter R. Bracken, Peter Buol, Henry M. Lillis, B. F. Miller, Jr.

Douglas—George Hussman, E. J. Phillips.

Elko—Homer W. Andre, Mrs. Mar-

[Continued on Page Four]